GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA

UNSTARRED QUESTION NO:2675
ANSWERED ON:01.12.2016
Requirement of New Aircraft
Gopal Dr. K.;Parthipan Shri R.;Sharma Shri Jugal Kishore;Vellaigounder Shri Elumalai

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to purchase new aircraft for civil operations due to growing passenger traffic in the country, if so, the details thereof;

(b) the details of aircraft purchased in civil aviation sector during the last three years and the current year, year-wise and the funds spent for the same;

(c) whether the Government proposes to allow airlines to import up to 18 years old aircraft, if so, the details thereof and the norms laid down in this regard;

(d) whether Air India has decided to induct A320 aircraft into its fleet and proposes to add around 100 aircraft in next four years, if so, the details thereof;

(e) the average life span of various types of aircraft in the country and the number of those have outlived their life; and

(f) the steps taken by the Government to replace old aircraft?

Answer

Minister of State in the Ministry of CIVIL AVIATION

(Shri Jayant Sinha)

(a): The airlines either purchase or lease the aircraft depending on the traffic growth in the country and their commercial projections.;
;
(b): The details are given at Annexure. These aircrafts are purchased/leased by the owner/operator of the Aircraft.;
;
(c): Yes, Madam. The DGCA has allowed to import upto 18 years old aircraft with certain condition as per the regulation Civil Aviation Requirement CAR) section 2, series F, part XX.
;
(d): Yes, Madam. Air India is inducting aircraft on dry lease to add to its A320 fleet for providing capacity into the domestic market. From 2015 till date, Air India has inducted 5 A320s.
;;
(e) & (f): DGCA has not prescribed any time limit for phasing out or outlived aircraft and Air lines are operating aircraft till it is airworthy and safe for operation. The life of an aircraft normally termed as Design Economic Life/Design Service Goal/ Service Life beyond which the operating cost of the aircraft increases substantially due to high maintenance. It is reflected in type certification document issued by Aviation Regulatory Authority of State of design of aircraft. To operate the aircraft beyond its designed life, the aircraft are generally subjected to embodiment of modifications to enhance its structural strength and increase in frequency of inspections. These inspections include Supplementary Structural Inspections (SSI), Corrosions Prevention and Control Program (CPCP). This also results in more grounding time of the aircraft and increase in Operating cost.